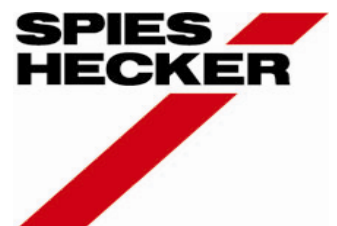


System Data Sheet.

Oldtimer Finish

Oldtimers must be refinished carefully to guarantee good corrosion protection and achieve a good finish.

For professional use only!
System Data Sheet No. 901.5/05/2009 - GB



Substrate.

Pretreatment:

When refinishing oldtimers, the old paintwork must be removed down to the bare metal. Rust spots are then sanded out, and if possible the entire vehicle should be sandblasted. Any panelwork repairs are carried out, and the surface to be painted is cleaned with a suitable cleaning agent. If the vehicle is left to stand before work is continued, sanding and cleaning should be repeated prior to painting, as new rust spots can form very quickly on untreated surfaces, particularly at high humidity.

Note:

Before puttying, a primer and surfacer must always be applied to an oldtimer. Only in this way can the corrosion protection of the paint system, which is so important with such a vehicle, be guaranteed.

Paint system

1- Prime with Priomat® Wash Primer 4075 new.

For general information on application, see Technical Data Sheet.

2. Apply 2 coats of Permasolid® HS Vario Surfacer 8590 to the entire area. If there is any unevenness, the surfacer is sanded after drying* with P240-P280 grade. (After sanding, the dry film thickness must still be 60 µm).

For general information on application, see Technical Data Sheet.

*Keep to the drying times, see Special note.

3. For puttying, Raderal® IR Premium Putty 2035 is used.

After drying*, the putty is sanded with P80-P220 and is then sanded again with P240-P400. Any sanded through spots must be treated with primer and surfacer once more as described in points 1 and 2.

The puttied, sanded areas and any uneven spots are coated with Raderal® Spray Polyester 3508.

After drying, the area is dry sanded with random orbital sander and P120-P220, and by hand on corners and edges with P240-P400.

The surface is then blown clean with compressed air and washed down with a suitable cleaning agent. Sanded through spots are isolated with Priomat® Wash Primer 4075 new.

*Keep to the drying times, see Special note.

- 4 After this treatment, the area is coated again with Permasolid® HS Vario Surfacer 8590. Putty spots should be covered with at least three coats of surfacer (after sanding, minimum dry film thickness must be 80 µm), to isolate them as well as possible.
After drying*, the surfacer is sanded with random orbital sander and P400-500, and by hand with P800-1000 on corners and edges.
The surface is then blown clean with compressed air, washed down with a suitable cleaning agent and wiped with a tack cloth.
*Keep to the drying times, see Special note.
- 5 The top coat is applied in one stage with Permasolid® HS Automotive Top Coat Series 275, or in two stages with Permahyd® Base Coat Series 280/285 and Permasolid 2K HS clear coat.
- 6 To achieve the best finish, the clear coat can be sanded with P 800-1000 when it has hardened well after air drying or low baking, and the paintwork completed with a second coat of Permasolid® 2K clear coat.
- 7 Before the finished vehicle is handed over to the customer, it should be allowed to stand in a well heated and well ventilated place for a few days to allow any remaining solvent to evaporate, especially in the autumn and winter months.

Special note:

*Drying and temperature:

For flash-off and drying times, please refer and keep to the respective Technical Data Sheet.

To achieve an optimal finish with putty work, we recommend to dry Permasolid® HS Vario Surfacer 8590 as follows:

Low baking:

60 min. at 60-65°C metal temperature

Infrared drying, short wave:

2-3 min. at 50% power + 13-15 min. at 100% power (temperature 80-90°C)

Distance to the object > 80 cm

See also manufacturer's instructions!

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